

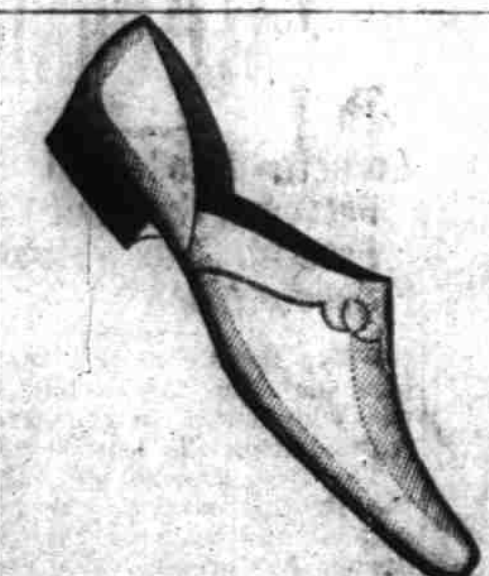
Make Your Present A Gift for Utility

"THAT WILL BE SERVICEABLE AND APPRECIATED."

NEW YORK, Nov. 16.—Mrs. August Belmont, Miss Anne Morgan and other prominent New York women are among the founders of a new organization—"The Society for the Prevention of Useless Giving." The Society will do its utmost to abolish the "exchange" system of giving useless presents among those who can ill afford it.

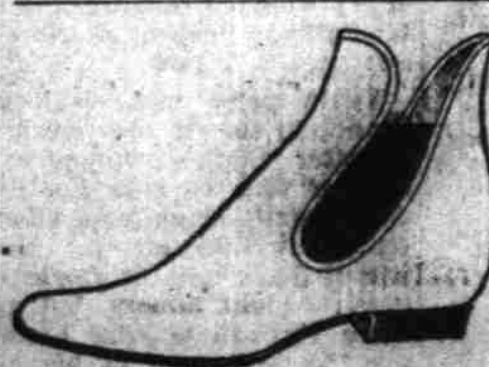
Let us suggest shoes or slippers as a gift of utility. Our stock of these is very large and complete and comprises a number of Holiday specialties.

Fancy COMFY Slippers for the cold nights.



SLIPPERS for men in all the soft leathers which make for comfort while resting in the home.

\$2 to \$3.50



MULLIFIERS in black and tan kid in different grades.

For around-the-house wear and a very handy article for men.

\$2 to \$3.50

The Christmas Shoe Order

is the ideal way of making a present of shoes as it allows the recipient to make the selection and saves the giver the trouble.

**Manufacturers'
Shoe Company, Ltd.**

1051 Fort St.

Tel 1782

Christmas Goods

**CREPE GOODS
EMBROIDERED KIMONOS**
and many other Christmas suggestions
All newly arrived from Japan

H. MIYAKE,

1246 Fort St., above Beretania

Tel. 3238

Hot Water at any Time

There are many purposes which require a small quantity of hot water procured quickly and conveniently—for shaving, for making a couple of cups of tea, coffee or chocolate, or for warming baby's milk bottle.

An
Electric Heater

will supply you with boiling water in one minute from the turning of the switch. No bother about it.

The Hawaiian Electric Co., Ltd.

MINCE MEAT

You cannot get along at Christmas without home-made mincemeat pies like Mother made. We have Atmore's, the standard for fifty years; and Heinz, which is about as good as anyone one should use.

LET US HAVE YOUR ORDER

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84th Building, Beretania Street.

Phone 4138.

WIRELESS NOW FOR COOLIE SHIPS

The need for wireless telegraphy on ships carrying more than a few passengers is causally discussed by a writer, signing himself "Jolande," in the September issue of the Nautical Magazine. The author is evidently an individual connected with the Eastern Interport trade, and he applies his remarks specially to the conditions of the coolie-carrying business of China and India. In the course of the article he says: Too much cannot be said in regard to the praiseworthy action of the United States government whereby they have made it compulsory for all vessels trading to their ports, having 50 or more persons on board, to be fitted with wireless telegraphy, and the writer hopes that our own government will shortly realize the urgent necessity for legislation enforcing the equipment of British vessels with an installation capable of communicating over a distance of at least three or four hundred miles. Especially is such a law required in the case of vessels engaged in the emigrant and coolie trade, such vessels often leaving port with from 1500 to 4000 people on board. In the latter, granted the majority are only coolies, still even coolies are human, and as such are burdened with souls, also family ties, etc., which render their lives as precious to some one as those of the passengers on the big liners, which lines, needless to say, are equipped with the latest and most up-to-date wireless installations. Were they not, the management would soon perceive a decided falling off in their bookings in favor of some more go-ahead company.

A Local Illustration.

There is an enormous trade between China and the Straits Settlements, as many as 10,000 to 12,000 coolies leaving one port in China for the Straits in a month, and nearly as many vice versa. The route these vessels traverse is notorious for bad weather, the N. E. monsoon raging fiercely for nearly half the year, blowing a gale for days at a time, then the remainder of the year sees typhoons of frequent occurrence and great violence. Still these ships are allowed to put to sea with their 1500 to 4000 passengers and no special precautions adopted by government for their welfare and safety.

The writer pictures the terrible consequences that would ensue were a vessel of that class to become disabled in mid-ocean and drift about till her limited stock of provisions and water were to run out; and he goes on to instance a well-remembered local case of hardship. It was only the latter part of last November the steamer Glenfalloch left Singapore for Hongkong, having on board some eight or nine hundred persons, and was fourteen days overdue before any news of her reached the world. She broke down in the China sea, but with the aid of sails, tarpaulins, awnings, etc., she managed to reach an anchorage in Gaolong Bay, island of Hainan, the northeast monsoon and currents being favorable. But having reached a haven of safety their troubles were by no means at an end, for their was no assistance to be had there, nor even means of communicating with any other place, so the captain was forced to attempt making his way across the island on foot. After several days, and suffering innumerable hardships, he reached the town of Hoihow, from which place he was able to telegraph for help and communicate with his owners and agents. Had this vessel been fitted with wireless she would have been in touch with shore stations all the time, could immediately have called for help, giving her exact position, thereby saving time and expense, relieving the anxiety of thousands, and reducing the risk of lives to a minimum.

Typhoon Warnings.

Wireless would be a great asset in the dangerous typhoon season, as by its means vessels would be warned of the movements of these storms and be enabled to navigate so as to avoid them or seek shelter till they had passed, or in the event of being caught in one would have means of communicating with the shore, or with other vessels, so that in the event of disaster, if assistance was not in time to save all hands, in all probability a great number would be picked up and the accounts of vessels leaving port never to be heard tell of again would be a thing of the past. In the China sea alone a great many vessels have suddenly disappeared with a large number of people on board, like the steamer Gaerthorhouse, which was lost some years ago. She put to sea, was caught in a typhoon within twenty-four hours of leaving port, took over a thousand coolies and other passengers to the bottom, and is by no means the only one which has disappeared so suddenly.

We can only hope that, if our own government does not shortly take

steps to make it compulsory for all vessels carrying such large human freights to be fitted with wireless, the Chinese government and others will follow in the steps of most European nations and make it a necessary condition that all ships embarking emigrants from their ports be properly equipped with wireless telegraphy, for though their populations may be hundreds of millions, yet they can ill afford to lose thousands at a time, for humanitarian reasons if no other.

NEW LINE FOR SUGAR TRADE

Considerable interest is being manifested in shipping circles in the far east over a new Japanese steamship line called the Nanyo Steamship Co., which will start within a short time running between Japanese ports and Java in direct competition with the strongly established Java-China-Japan line. The Java line has eight steamers at present, all of them modern and of good speed, with a total gross registered tonnage of 37,000, maintaining a fortnightly service between Java and Japan, while on the other hand the Japanese company will begin operations with only three boats with a total tonnage of 11,000. These steamers, it is understood, will receive a subsidy of 50,000 yen (\$25,000) per ship a year, which is decidedly larger than the trade conditions would seemingly warrant as practically the only export to Japan from Java is sugar and the latter country buys little from its northern neighbor. There is, however, an indication that emigration to Java from Japan will be strongly encouraged, as there seems to be a lack of labor and no governmental restrictions at present to prevent an unlimited number to enter.

The sugar situation in Formosa may have had a considerable influence in starting the venture, as the crop the present year is not normal, taken as a whole, and it has been stated that the cane has been attacked by a disease which will keep the production considerably below the usual output for the next four or five years. This forces the Japanese to look elsewhere for the raw product to equal the home demands. The Philippine sugar is finding a ready market in the United States and therefore is not available for exportation to Japan; this leaves the Java sugar practically without a competitor. The trade between the two countries does not seem to warrant two steamship companies competing, but it seems evident, from the reasons already indicated, that the Japanese line is entering into this trade for exploiting the emigration and because of the decrease in Formosa sugar. The freight rates will be maintained by the Java line if possible, although this depends on the

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IT PAYS to operate the machine in widest use, because it means the widest choice of opportunities for me.

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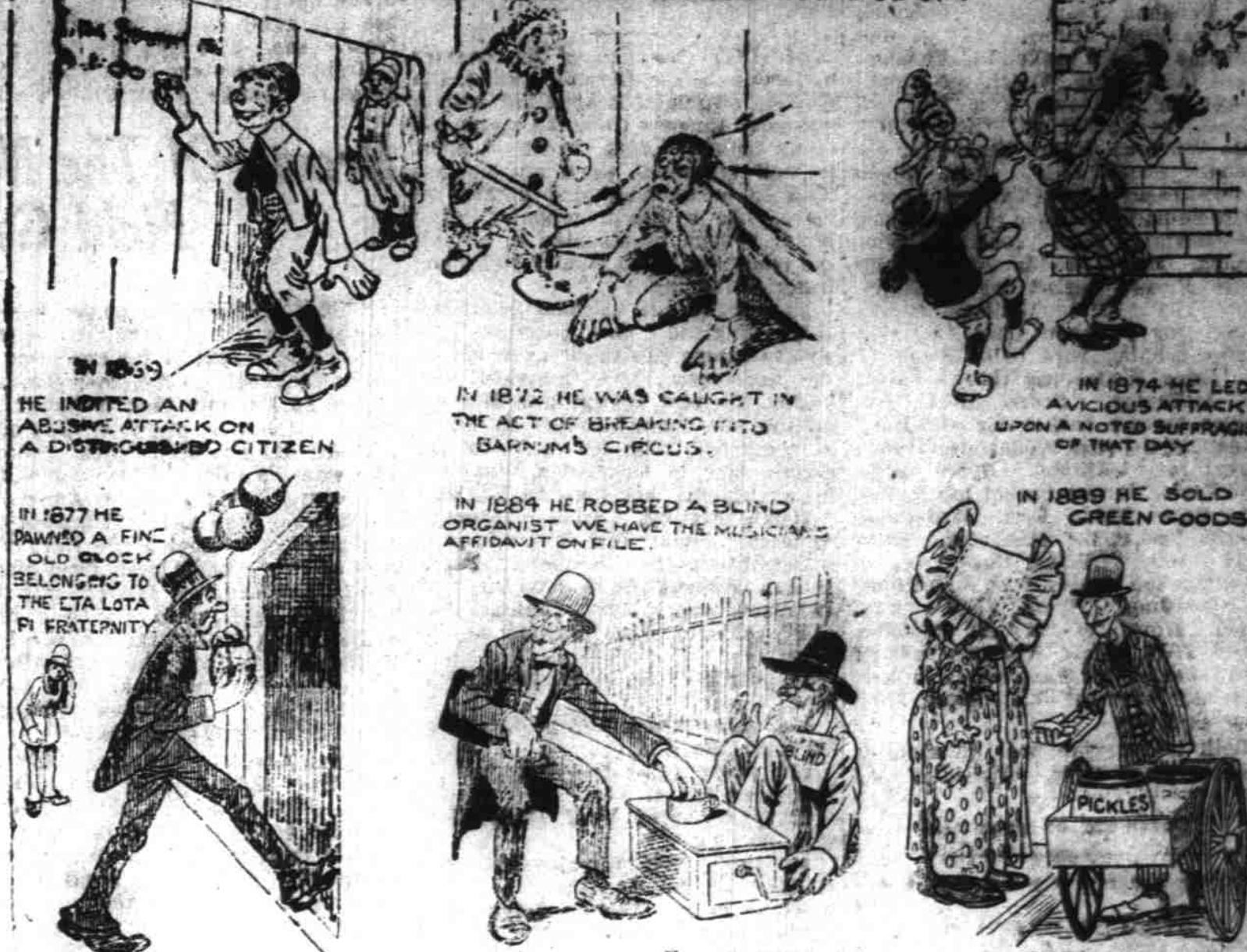
Office Supply Company

action of the new company. The inauguration of this line has no special significance as far as the trans-Pacific traffic is concerned, as the trade between Java and the Pacific coast is small and unimportant. Service to India—Java Call. With the acquisition of another boat bought by the Nippon Yusen Kaisha there will be five steamers on the Japan-Calcutta service giving fortnightly sailings. The British India line has been running for about a month a weekly service between Calcutta and Japan and most of the boats are comparatively new, with excellent passenger accommodations. The new steamer of the Japanese company will be put on this run in a short time. It is reported that the Nippon Yusen Kaisha is planning to make call at a Java port for its Australian line, thereby competing with three well-established companies in the Java-Australian trade. George Edwards, London manager, in the future is going to bond the principal actresses and members of the choruses against matrimony.

THE OUTLET

PERPETRATED BY WALT McDUGALL

NOW IS THE TIME THE CANDIDATE'S PAST IS RAKED UP!



No. 1 Whooping Cough SPASMODIC CROUP ASTHMA CATARRH COUGHS COLD

Vapo-Cresoline

ESTABLISHED 1879. A simple, safe and effective treatment for bronchial troubles, spasmodic croup, whooping cough, and relief from the paroxysms of Asthma. Vapo-Cresoline stops the spasmodic croup at once. It is a boon to sufferers from Asthma. The air-carrying the anesthetic vapor, inspired with every breath, makes breathing easy; soothes the sore throat and stops the cough, ensuring restful sleep. It is invaluable to mothers with young children.

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